



San Bernardino Associated Governments

472 North Arrowhead Avenue, San Bernardino, CA 92401

Phone: (909) 884-8276 Fax: (909) 885-4407

Web: www.sanbag.ca.gov



-
- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
-

Major Projects Committee

February 15, 2007 – 9:00 a.m.

Replacement pages for Agenda Item 10.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 10

Date: February 15, 2007

Subject: 2006 State Transportation Improvement Program (STIP) Augmentation

Recommendation:* Information on 2006 STIP Augmentation.

Background: Proposition 1B, the Highway, Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, was approved by voters on November 7, 2006. This Act authorizes \$2 billion in general obligation bond proceeds to be available for projects in the STIP. These funds will be deposited in the newly created Transportation Facilities Account (TFA) and will be available for the STIP when appropriated by the Legislature. Because of funding constraints in the 2006 STIP, many projects statewide were either removed from the STIP or delayed to later years when funds would be available. In San Bernardino County, Segment 5 of the I-215 North project through San Bernardino was deprogrammed by the California Transportation Commission (CTC) in approval of the 2006 STIP. Rather than wait for the 2008 STIP, the CTC has initiated a special STIP development cycle to augment the 2006 STIP. This will allow not only those projects that were either deprogrammed or delayed in the past to move forward but will also give an opportunity to add new projects to the STIP.

The SANBAG Board of Directors acted in January 2007 to receive the schedule for development of the 2006 STIP Augmentation, including Board approval of the 2006 STIP Augmentation submittal to the CTC in March 2007. The CTC adopted the fund estimate (FE) for the 2006 STIP Augmentation at its meeting on

*

Approved
Major Projects Committee

Date: February 15, 2007

Moved: Second:

In Favor: Opposed: Abstained:

Witnessed: _____

December 13, 2006. The FE identifies \$2.1 billion of additional programming capacity available statewide in this augmentation. Of this, \$638 million is from the Public Transportation Account (PTA), which is a trust fund for transportation planning and mass transportation purposes, leaving \$1.4 billion available statewide for highway and road projects. Because these proceeds are from bond proceeds, all of the new funds will be state-only funds.

2006 STIP Augmentation Overview

Figure 1 provides an overview of the 2006 STIP and 2006 STIP Augmentation revenue and programming. Table 1 documents current STIP commitments by the SANBAG Board and the current availability of STIP funds. Table 2 provides a listing of cost increases to currently programmed projects in comparison with available revenues from the STIP and other sources. The tables are discussed individually in more detail below.

1. Figure 1 shows the current programming for San Bernardino County totaling about \$453 million in the 2006 STIP. San Bernardino County receives 4.69% of the statewide total of new programming capacity, or \$97.3 million. Because \$64 million was left unprogrammed during the 2006 STIP cycle, the FE shows a net share of \$161.4 million for San Bernardino County. Of this, \$29.9 million may only be available for PTA-eligible projects. Unlike STIP cycles in the recent past, this augmentation does not prescribe annual programming targets, therefore projects may be programmed in the year they are expected to be delivered. As stated previously, the availability of bond proceeds will be subject to annual appropriations by the Legislature, however the CTC expects the Legislature will consider the annual programming in making those appropriations.
2. Table 1 shows SANBAG's programmed commitments through the 2006 STIP. As shown, the unprogrammed share balance from the 2006 STIP was \$64,107,000. During approval of the 2006 STIP, the CTC deprogrammed \$56,500,000 for Segment 5 of the I-215 North project because of lack of programming capacity. In addition, the SANBAG Board established a set-aside for future Desert Interchanges totaling \$6,385,000. The remaining \$1,222,000 is a result of other programming adjustments for the closing out of Caltrans' support costs on various projects. As shown, the 2006 STIP Augmentation results in a total programming capacity of \$161,448,000.

Note that Table 1 also includes the Transportation Enhancements (TE) programming, which is administered through the STIP. As this is a federal

program, the STIP Augmentation does not provide additional funding for these projects.

3. While this fund estimate provides additional programming capacity, new capacity for non-PTA eligible projects (highway projects) could be limited to \$131M, depending on statewide programming, and most of the currently programmed projects have either experienced cost increases or were partially programmed during approval of the 2006 STIP because of limited programming capacity. Fortunately, the CTC has not established annual programming targets as they have in the recent past; therefore projects can be programmed based on schedule rather than on annual funding availability.

Table 2 shows the unfunded need for currently programmed STIP projects that have either experienced cost increases or have portions of the project unprogrammed, such as Segment 5 of the I-215 North project. The total unfunded need is \$232.3M. Caltrans has indicated that they intend to request of total of \$39M in Interregional Improvement Program (IIP) funds from the 2006 STIP Augmentation for the I-15 Phase 2 and SR-138 projects. In addition, SANBAG and Caltrans have jointly requested \$109M through the Corridor Mobility Improvement Account (CMIA) nomination process. If these requests are successful, \$84M in STIP Augmentation funds will be required to fund cost increases on I-215 North, leaving from \$47M to \$77M available for other projects not currently programmed in the STIP.

Adoption Schedule

The Regional Transportation Improvement Program (TIP) is to be submitted to the CTC by April 2, 2007, and final CTC adoption of the 2006 STIP Augmentation is scheduled for June 7, 2007. In addition, the CTC plans to adopt the program of projects for the CMIA on February 28, 2007. The results of that decision obviously effect the programming decisions for the STIP Augmentation.

Staff is beginning development of programming and scheduling priorities for the 2006 STIP Augmentation; however because of the CMIA schedule, it will not be possible to present the final 2006 STIP recommendations until the SANBAG Board meeting in March 2007. It will also be necessary for the Board to act on the final 2006 STIP recommendations at that time because of the CTC submittal schedule.

Major Projects Agenda Item
February 15, 2007
Page 4 of 4

Financial Impact: This item has no impact on the approved SANBAG Fiscal Year 2006-2007 Budget.

Reviewed By: This item will be reviewed by the Major Projects Committee on February 15, 2007. This item was reviewed by the Plans and Program Policy Committee on January 17, 2007 and the Mountain/Desert Committee on January 19, 2007. (*Plans and Programs chaired by Mayor Mark Nuaimi and Mountain/Desert Chaired by Mayor Lawrence Dale*)

Responsible Staff: Ty Schuiling, Director of Planning and Programming
Andrea Zureick, Senior Transportation Analyst

mpc0702a-abz
50007000
Attachment: mpc0702a1-abz

FIGURE 1: 2006 STIP PROGRAMMING
(\$ in thousands)

| | |
|---|-----------------|
| <u>2006 STIP</u> | |
| Total Revenue Available through 2006 STIP | 517,148 |
| Less Total RIP Programmed | <u>-453,041</u> |
| Total Available for Programming | 64,107 |

| | |
|--------------------------------------|--------|
| <u>2006 STIP Augmentation</u> | |
| 2006 STIP Augmentation Apportionment | 97,341 |

Grand Total Available for Programming 161,448



At least \$131,542 of this is available for programming on highway and road projects.
Depending on the programming statewide, up to \$29,906 may be available only for programming on mass transportation projects.

TABLE 1: RECAP OF 2006 - 2011 STIP

(\$ in thousands)

| | Regional Improvement Program | Transportation Enhancements | AB2928 | South Coast CMAQ (HOV) | STP | Measure I Maj. Proj. | DEMO | ITIP | Other | Project Total |
|----|---|--------------------------------|-----------------|---------------------------|-----------------|-------------------------|----------------|------------------|-----------------|--------------------|
| 1 | REVENUE AVAILABLE THROUGH 2006 STIP CYCLE | | | | | | | | | |
| 2 | Revenue Available through 2004 STIP Cycle | | | | | | | | | |
| 3 | 2006 STIP Regional Improvement Program/Transportation Enhancements | \$629,477 | \$19,063 | | | | | | | |
| 4 | Less Lapsed Funds/Allocated Funds through June 2006 | \$88,986 | \$5,423 | | | | | | | |
| 5 | Less Lapsed Funds/Allocated Funds through June 2006 | (\$1,300) | (\$7,342) | | | | | | | |
| 6 | Voted/Completed Projects No Longer in STIP through June 2005 | (\$200,015) | | | | | | | | |
| 7 | Total Available | \$517,144 | \$17,144 | | | | | | | |
| 8 | PROGRAMMED COMMITMENTS | | | | | | | | | |
| 9 | Planning, Programming, & Monitoring Reserve (FY06/07 - FY10/11): | \$2,916 | | | | | | | | \$2,916 |
| 10 | Planning, Programming, & Monitoring AB3090 Reimbursement (FY03/04): | \$632 | | | | | | | | \$632 |
| 11 | SR-210 (30) Corridor (Design, ROW): | \$114,371 | | | | \$35,681 | | | | \$150,052 |
| 12 | SR-210 (30) Corridor (Segment 11/1-215 Const): | \$32,967 | | | | \$22,000 | | | | \$54,967 |
| 13 | I-215 North Corridor: | \$256,862 | \$25,000 | \$90,432 | \$76,425 | \$110,474 | \$2,063 | \$51,127 | \$56,500 | \$617,756 |
| 14 | I-15 Northbound Widening Phase 2: | \$25,843 | | | | | | \$1,760 | | \$78,730 |
| 15 | SR-138 Widening from I-15 to County Line (ROW and Const): | \$15,450 | | | | | | \$68,997 | | \$84,447 |
| 16 | US-395 Widening from I-15 to S.R. 58 (PA&ED): | \$4,000 | | | | | | \$4,000 | \$6,000 | \$14,000 |
| 17 | Transportation Enhancements (TE) Reserve: | | \$14,688 | | | | | | | \$14,688 |
| 18 | Colton/San Bernardino Bike Lane: | | \$660 | | | | | | | \$660 |
| 19 | Fontana PE Inland Empire Trail: | | \$1,796 | | | | | | | \$1,796 |
| 20 | TOTAL: | \$453,041 | \$17,144 | \$90,432 | \$76,425 | \$168,155 | \$2,063 | \$124,124 | \$64,260 | \$1,020,644 |
| 21 | Total Unprogrammed Share Balance from 2006 STIP: | | | | | | | | | |
| 22 | | \$64,107 | \$0 | | | | | | | |
| | 2006 STIP Augmentation Regional Improvement Program (Non-PTA): | | | | | | | | | |
| | | \$67,435 | | | | | | | | |
| | 2006 STIP Augmentation Regional Improvement Program (PTA): | | | | | | | | | |
| | | \$29,906 | | | | | | | | |
| | | \$167,448 | | | | | | | | |

NOTES (by line number):

- 9 Programming for FY 06/07 and FY 07/08 represents 1 percent set-aside for planning, programming, and monitoring activities out of the statutorily authorized 5 percent of the total RIP funds available. Programming for FY 08/09 - FY10/11 represents 1.1 percent set-aside.
- 10 An AB 3090 reimbursement was approved by the CTC in April 2004 so that costs incurred in FY 03/04 for PPM activities can be reimbursed by the STIP in FY 07/08.
- 13 See Item 22 below. "Other" represents deprogrammed funds for Segment 5.
- 19 Project was granted a one year allocation deadline extension to June 30, 2007. If funds are not allocated before that date, they will be lost from the County Share.
- 22 During approval of the 2006 STIP, the CTC deprogrammed \$66,500,000 for Segment 5 because of lack of programming capacity. In addition, the SANBAG Board established a set-aside for future Desert Interchanges totaling \$6,385,000. The remaining \$1,222,000 is a result of other programming adjustments.

TABLE 2: CURRENT PROGRAMMING UNFUNDED NEED

(\$ in thousands)

| 1 | 2006 STIP Period - Programmed Project Cost Increases | FY 06/07 | FY 07/08 | FY 08/09 | FY 09/10 | FY 10/11 | Total |
|----|---|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 2 | SR-210 (30) Corridor (Segment 11/I-215 Const): | | \$25,000 | | | | \$25,000 |
| 3 | I-215 North Corridor: | \$33,311 | \$716 | \$25,171 | | \$62,573 | \$121,771 |
| 4 | I-15 Northbound Widening Phase 2: | \$6,762 | | | \$50,226 | | \$56,988 |
| 5 | SR-138 Widening from I-15 to County Line (ROW and Const): | \$563 | | \$432 | | \$27,500 | \$28,495 |
| 6 | Total Cost Increases | \$40,636 | \$25,716 | \$25,603 | \$50,226 | \$90,073 | \$232,254 |
| 7 | | | | | | | |
| 8 | | | | | | | |
| 9 | 2006 STIP Period - Proposed Non-STIP Fund Sources | FY 06/07 | FY 07/08 | FY 08/09 | FY 09/10 | FY 10/11 | Total |
| 10 | ITIP: | \$7,325 | | \$432 | \$3,794 | \$27,500 | \$39,051 |
| 11 | CMIA: | | | | \$46,432 | \$62,573 | \$109,005 |
| 12 | Total Non-STIP Fund Sources | \$7,325 | \$0 | \$432 | \$50,226 | \$90,073 | \$148,056 |
| 13 | | | | | | | |
| 14 | 2006 STIP Augmentation Required | \$33,311 | \$25,716 | \$25,171 | \$0 | \$0 | \$84,198 |